

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4565.

日六月四月十三日光

THURSDAY, JUNE 9, 1904.

四拜禮

號九月大英港香

£50 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

THE  
YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... Yen 24,000,000.  
CAPITAL PAID-UP ..... 18,000,000.  
CAPITAL UNCALCED ..... 6,000,000.  
RESERVE FUND ..... 9,320,000.

Head Office:—YOKOHAMA.

Branches and Agents:  
TOKIO. KOBE.  
NAGASAKI. LONDON.  
LYONS. NEW YORK.  
SAN FRANCISCO. HONOLULU.  
BOMBAY. SHANGHAI.  
TIENTHIN. NEWCHWANG.  
PEKING.  
LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LTD.  
PARIS BANK, LTD.  
THE UNION OF LONDON AND  
SMITHS BANK, LTD.  
HONGKONG BRANCH:—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent.  
" 6 " 4 "  
" 3 " 3 "  
TARO HODSUMI,  
Manager.

Hongkong, 11th March, 1904. [21]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.  
PAID-UP CAPITAL ..... \$10,000,000.  
RESERVE FUND—  
Sterling Reserve ..... \$10,000,000.  
Silver Reserve ..... \$6,500,000.  
RESERVE LIABILITY OF PROPORTION \$10,000,000.

COURT OF DIRECTORS:  
A. J. RAYMOND, Esq., Chairman.  
H. E. TOMKINS, Esq., Deputy Chairman.  
E. Goetz, Esq. N. A. Siebs, Esq.  
Hon. W. J. Gresson. H. W. Slade, Esq.  
A. Haupt, Esq. C. A. Tomes, Esq.  
H. Schubart, Esq. E. S. Wheeler, Esq.  
E. Shellim, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.  
MANAGER:  
Shanghai—H. M. BEVIS.  
LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.  
HONGKONG:—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per Annum on the daily balance.  
ON FIXED DEPOSITS:  
For 3 months, 3 1/2 per cent. per Annum.  
For 6 months, 3 1/2 per cent. per Annum.  
For 12 months, 4 per cent. per Annum.  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 18th May, 1904. [22]

HONGKONG SAVINGS BANK.  
THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.  
INTEREST on deposits is allowed at 3 1/2 per  
cent. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1903. [23]

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital ..... £1,000,000.  
Paid up Capital ..... £324,374.

HEAD OFFICE:—HONGKONG.

Board of Directors:  
Chan Kit Shan, Esq. J. F. Focke, Esq.  
Creasy Evans, Esq. G. C. Moxon, Esq.  
Chief Manager,  
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5 %  
Hongkong, 4th February, 1904. [24]

THE  
DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Taels 5,000,000.

HEAD OFFICE:—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Calcutta Hankow  
Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:  
Messrs. N. M. ROTHSCHILD & SONS,  
UNION OF LONDON AND SMITHS BANK, LTD.  
DEUTSCHE BANK (BERLIN), LONDON AGENCY  
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.  
DEPOSITS received on term which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

H. FIGGE,  
Manager.

Hongkong, 12th April, 1904. [25]

TRADE



MARK.

TELEPHONE No. 135.

ASK FOR

CLUB WHISKY  
AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED.  
EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

H. PRICE & CO.,  
12, QUEENS ROAD CENTRAL.

Hongkong, 15th April, 1904. [26]

## Banks.

INTERNATIONAL BANKING  
CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS;  
GOLD \$7,992,173.37—about £1,640,000.  
CAPITAL AND SURPLUS AUTHORISED  
GOLD \$10,000,000—£2,055,000.

HEAD OFFICE:  
1, WALL STREET, NEW YORK.  
LONDON OFFICE:  
THREADNEEDLE HOUSE, E.C.  
BRANCHES AT:  
SAN FRANCISCO, WASHINGTON;  
MEXICO, MANILA, SHANGHAI, SINGA-  
PORE, YOKOHAMA, BOMBAY,  
CALCUTTA  
AND AGENTS ALL OVER THE WORLD  
LONDON AND CONTINENTAL  
BANKERS:  
NATIONAL PROVINCIAL BANK OF  
ENGLAND, LIMITED.  
UNION OF LONDON AND SMITH'S BANK, LTD.  
CREDIT LYONNAIS, DRESDNER BANK,  
COMPTON NATIONAL D'ESCOMPTA  
DE PARIS, &c.

THE Corporation transacts every Description  
of Banking and Exchange Business,  
receives Money in Current Account and issues  
Fixed Deposit Receipts either in Gold or  
Silver at Rates which may be ascertained on  
Application.

HONGKONG BRANCH:  
20, DES VIEUX ROAD CENTRAL.  
CHARLES R. SCOTT,  
Manager.

Hongkong, 14th December, 1903. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE  
OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL ..... 5,000,000  
PAID-UP CAPITAL ..... 2,500,000

HEAD OFFICE:—SHANGHAI.

Branches and Agencies:  
CANTON. PENANG.  
CHEFOO. SINGAPORE.  
HANKOW. TIENTSIN.  
PEKING.

THE Bank purchases and receives for collection  
Bills of Exchange drawn on the above  
places, and Sells Drafts and Telegraphic Trans-  
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.  
Advances made on approved securities.  
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.  
per Annum Fixed Deposits for 3 months.

3 1/2 % " 6 " 3 1/2 " 6 "

4 1/2 " " 12 " 12 "

5 1/2 " " H. C. MARSHALL,  
Acting Manager.

Hongkong, 17th May, 1903. [18]

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:—LONDON.

CAPITAL PAID-UP ..... £800,000

RESERVE LIABILITY OF SHARE-  
HOLDERS ..... £800,000

RESERVE FUND ..... £800,000

INTEREST ALLOWED ON CURRENT  
ACCOUNT at the Rate of 2 per cent. per  
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

On Fixed Deposits for 12 months, 4 per cent.

T. P. COCHRANE,  
Manager.

Hongkong, 19th May, 1904. [24]

CHEMICAL FOOD.

SPECIALLY PREPARED  
ACCORDING TO

DR. PARRISH'S FORMULAE.

HIGHLY RECOMMENDED for YOUNG  
and DELICATE CHILDREN,  
especially in producing Bone and Tissue,  
which so many Children in the East suffer  
from want of.

IN BOTTLES, 50 Cents, 80 Cents, and \$1.25.

FLETCHER & CO.,  
THE PHARMACY,  
房藥 14, QUEEN'S ROAD CENTRAL, 法中  
Hongkong.

A. STEVENSON,  
Chemist.  
Hongkong, 26th May, 1904. [384]

Hongkong, 12th April, 1904. [25]

TRADE

MARK.

TELEPHONE No. 135.

ASK FOR

CLUB WHISKY

AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED.

EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

H. PRICE & CO.,

12, QUEENS ROAD CENTRAL.

Hongkong, 15th April, 1904. [41]

## Brands.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
YOKOHAMA SHANGHAI, (Passing through the Island Sea.)	SARDINIA ..... C. C. Talbot, R.N.R. ....	About 10th June	Freight and Passage.
SHANGHAI.....	BENGAL ..... G. Philipps .....	About 16th June	Freight and Passage.
LONDON, &c. ....	COROMANDEL ..... G. M. Montford, R.N.R. ....	June 18th, Noon.	See Special Advertisement.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 8th June, 1904. [4]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR  
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;  
ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers  
and Luggage.

H.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

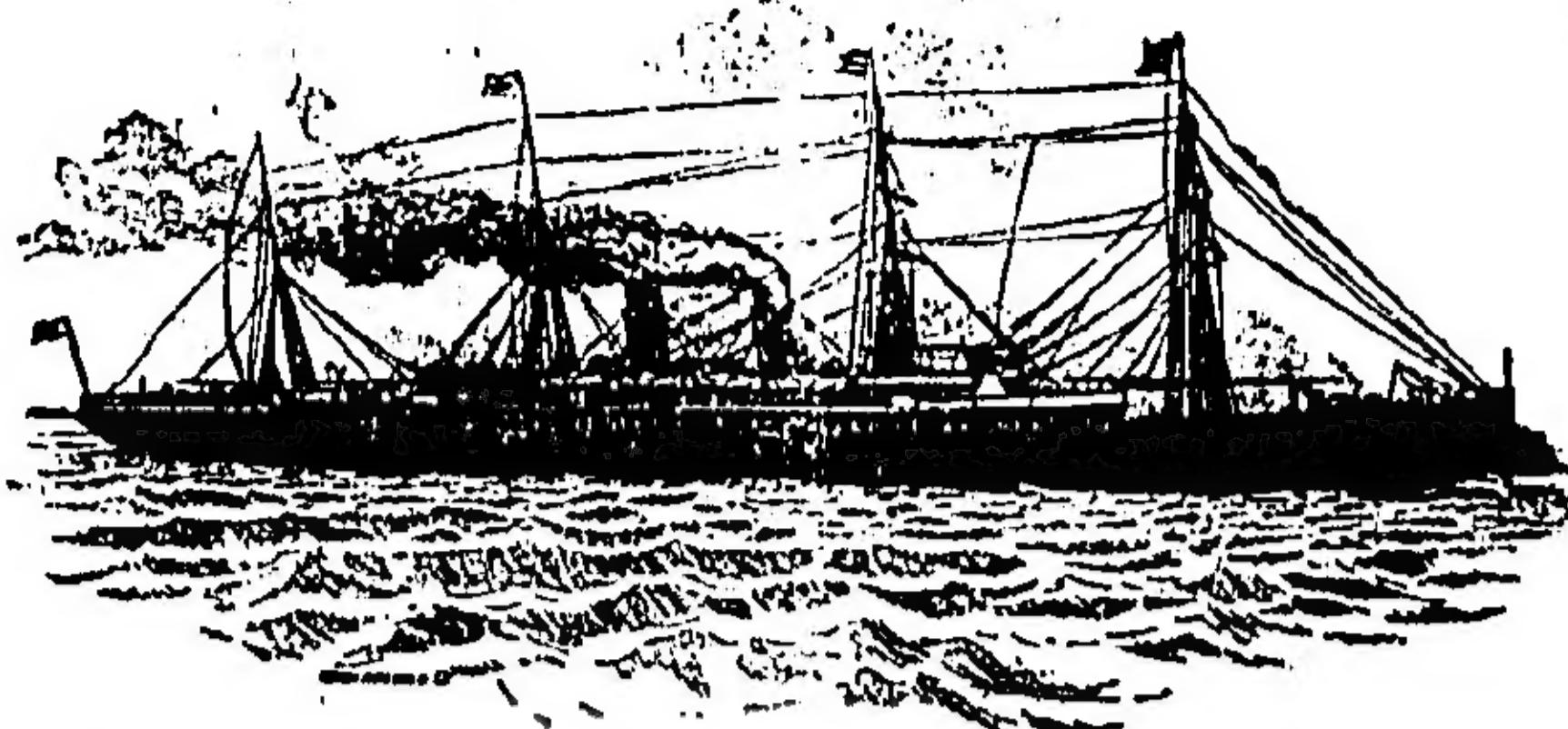
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ZIETEN .....	WEDNESDAY, 22nd June.
SEYDLITZ .....	WEDNESDAY, 6th July.
ROON .....	WEDNESDAY, 20th July.
PRINZ REGENT LUITPOLD .....	WEDNESDAY, 3rd August.
PREUSSEN .....	WEDNESDAY, 17th August.
PRINZ HEINRICH .....	WEDNESDAY, 31st August.
GNEISENAU .....	WEDNESDAY, 14th September.
BAVERN .....	WEDNESDAY, 28th September.
SACHSEN .....	WEDNESDAY, 12th October.
ZIETEN .....	WEDNESDAY, 26th October.

ON WEDNESDAY, the 22nd day of June, 1904, at Noon, the Steamer "ZIETEN,"  
of the NORDDEUTSCHER LLOYD, Captain B. Wilhelmi, with MAILED, PASSEN-  
GERS, SPECIE and CARGO, will leave this Port as above. Calling at NAPLES and GENOA.  
Shipping Orders will be granted till NOON, on MONDAY, the 20th June, Cargo and  
Specie will be received on Board until 5 P.M., on TUESDAY, the 21st June, and Parcels  
will be received at the Agency's Office until NOON, on TUESDAY, the 21st June.<

Mails.

## U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE;

## PROPOSED SAILINGS FROM HONGKONG.

"MONGOLIA"	Gross Tons... THURSDAY, 16th June, at Noon.
"AMERICA MARU"	... 3,460 " TUESDAY, 21st June, at Noon.
"CHINA"	5,060 " TUESDAY, 28th June, at Noon.
"DORIO"	4,784 " SATURDAY, 4th July, at Noon.
"SIBERIA"	11,284 " THURSDAY, 21st July, at Noon.
"COPTIC"	4,352 " TUESDAY, 2nd August, at Noon.
"KOREA"	11,276 " SATURDAY, 13th August, at Noon.
"GAELIC"	4,205 " TUESDAY, 23rd August, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-18th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "MONGOLIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 16th June, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Island Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

## FEATURES OF THIS LINE.

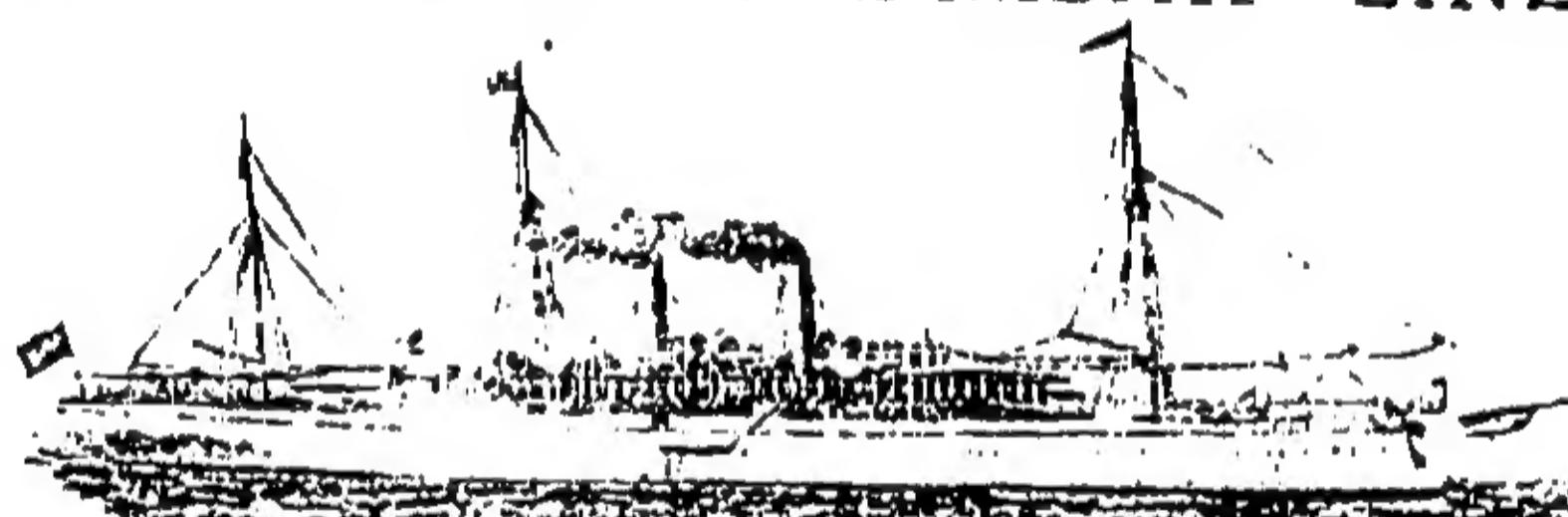
The largest and steadiest and fastest passenger ship on the Pacific. Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

Hongkong, 9th June, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
SAFETY SPEED PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPEROR" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 10 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons ... WEDNESDAY, 22nd June.

" " "EMPEROR OF JAPAN" ... 6,000 " WEDNESDAY, 13th July.

" " "ATHENIAN" ... 3,440 " WEDNESDAY, July 20th.

" " "EMPEROR OF CHINA" ... 6,000 " WEDNESDAY, 3rd August.

" " "TARTAR" ... 4,435 " WEDNESDAY, 10th August.

" " "EMPEROR OF INDIA" ... 6,000 " WEDNESDAY, 24th August.

Hongkong to London, 1st Class, via St. Lawrence £60. via New York £65.

Hongkong to London, Intermediate on 1st Class Rail £40. £42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passenger Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,  
9, Pedder's Street. [10]HAMBURG-AMERIKA LINIE.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIK PORTS; NORTH and SOUTH AMERICAN PORTS)

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

SEGOVIA ... HAVRE, BREMEN and HAMBURG. 14th June. Freight.

Fidschi ... (Calling at S'Pore, PENANG &amp; COLOMBO). 14th June. Freight.

BATAVIA ... HAMBURG (DIRECT). 28th June. Freight.

Dempwolff ... (Calling at S'Pore, PENANG &amp; COLOMBO). 28th June. Freight.

NURNBERG ... HAVRE and HAMBURG. 6th July. Freight.

Jabung ... (Calling at SINGAPORE and PENANG). 6th July. Freight.

C. FERD LAEISZ ... HAVRE and HAMBURG. 26th July. Freight.

von Hoff ... (Calling at S'Pore, PENANG &amp; COLOMBO). 26th July. Freight.

BADENIA ... HAVRE and HAMBURG. 10th August. Freight.

Roerden ... (Calling at S'Pore, PENANG &amp; COLOMBO). 10th August. Freight.

BAMBERG ... HAVRE and HAMBURG. 25th August. Freight.

Miltzlaif ... (Calling at S'Pore, PENANG &amp; COLOMBO). 25th August. Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE.  
HONGKONG OFFICE,  
No. 1, Queen's Buildings. [16]

Hongkong, 7th June, 1904.

TSU FAN DENTIST.

PRICE MODERATE. CONSULTATION FREE.

Next to the Hongkong Dispensary, 50, Queen's Road, Central.

Hongkong, 5th January, 1904.

(15) M. H. CHAU, D. D. S.

37, DES VIEUX ROAD CENTRAL, HONGKONG, FROM THE UNIVERSITY OF PENNSYLVANIA, U.S.A.

Hongkong, 5th June, 1904. [18]

THE AMERICAN SYSTEM  
OF  
DENTISTRY.

DENTIST.

PRICE MODERATE. CONSULTATION FREE.

Next to the Hongkong Dispensary, 50, Queen's Road, Central.

Hongkong, 5th January, 1904.

(15) M. H. CHAU, D. D. S.

Hongkong, 5th June, 1904. [18]

THE AMERICAN SYSTEM  
OF  
DENTISTRY.

DENTIST.

PRICE MODERATE. CONSULTATION FREE.

Next to the Hongkong Dispensary, 50, Queen's Road, Central.

Hongkong, 5th January, 1904.

(15) M. H. CHAU, D. D. S.

Hongkong, 5th June, 1904. [18]

## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND

WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.HONGKONG-CANTON LINE.  
S.S. "HONAM" ... 2,363 tons. Captain R. D. Thomas.  
" " "POWAN" ... 2,338 " G. F. Morrison, M.R.N.  
" " "FATSHAN" ... 2,260 " W. A. Valentine.  
" " "HANKOW" ... 3,073 " B. Branch.  
" " "KINSHAN" ... 2,860 " J. L. Lissius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" ... 1,998 tons. Captain H. D. Jones.

Departures from Hongkong to Macao on week days about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7.30 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN" ... 219 tons. Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM" ... 588 tons. Captain J. Wilcox.

" " "NANNING" ... 569 " C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD &amp; SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 12th May, 1904. [13]

## Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL

ATTENTION.

## FULL LINE OF SUPPLIES

ALWAYS IN STOCK.

ORIENTAL

COSTUMES AND

FANCY DRAPERY

FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

## LADIES' SPECIAL TOILET ROOM.

40] PATRONAGE RESPECTFULLY SOLICITED.

IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES

TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper

Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager. [674]

Hongkong, 1st June, 1904.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

## Intimations.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

APPLICATION has been made to the GENERAL MANAGERS of this Company to issue to RUSSO-CHINESE BANK of Hongkong duplicate certificates of no Shares in the above Company or other certificates in lieu thereof upon the Statement that the original certificates, viz:-

No. 69 for 25 Shares  
No. 379 " 50 "  
No. 380 " 50 "  
No. 350 " 25 "  
No. 873 " 50 "

200 Shares have been lost or stolen.

It is not known if such certificates were issued by the Office of the Company in the Colony of Hongkong or by the Office in London and consequently the numbers of the Shares cannot be given.

NOTICE is hereby given that if within 30 days from the date hereof no claim or representation in respect of such original certificates is made to the General Managers they will then proceed to deal with such application for a duplicate.

Dated Hongkong, 15 June, 1904.

JARDINE, MATHEWS &amp; CO.,

678 General Managers.

## NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO and ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S. S. CO., BOSTON STEAMSHIP and TOWBOAT CO., OCEAN S. S. CO. and CHINA MUTUAL S. N. CO.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 20th May, 1904. [643]

## THE ROBINSON PIANO CO., LTD.

INVITE INSPECTION OF SOME

SPECIALLY  
FINE  
SAMPLES  
OF  
UPRIGHT PIANOS  
RACHALS,  
STUART,  
&c., &c., &c.,  
— AND —

## BABY-GRANDS,

BY

WINKELMANN,

(Established 1837).

They are only 5 FEET LONG, occupying the space of a Cottage, but with the fine appearance and TONE OF A FULL GRAND.

Hongkong, 13th May, 1904. [39]

GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 ex Factory.  
In Bags of 50 lbs. net \$2.85 ex Factory.

SHEWAN, TOME &amp; CO.,

General Managers.

Hongkong, 15th August, 1904. [10]

## Intimations.

## COKE

said Lord Chatham, "is a plant of slow growth." People believe in things that they see, and in a broad sense they are right. What is sometimes called blind faith is not faith at all. There must be reason and fact to form a foundation for trust. In regard to a medicine or remedy, for example, people ask, "Has it cured others? Have cases like mine been relieved by it? Is it in harmony with the truths of modern science, and has it a record above suspicion? If so, it is worthy of confidence; and if I am ever attacked by any of the maladies for which it is recommended I shall resort to it in full belief in its power to help me." On these lines.

WAMPOL'S PREPARATION has won its high reputation among medical men, and the people of all civilized countries. They trust it for the same reason that they trust in the familiar laws of nature or in the action of common things. This effective remedy is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It quickly eradicates the poisoner, disease-breeding acids and other toxic matters from the system; regulates and promotes the normal action of the organs, gives vigorous appetite and digestion, and is infallible in Prostration—following Fevers, Anemia, Scrofula, Influenza, Wasting Diseases, Throat and Lung Troubles, etc. Dr. W. A. Young, of Canada, says: "Your tasteless preparation of cod liver oil has given me uniformly satisfactory results, my patients having been of all ages." It is a product of the skill and science of to-day and is successful after the old style modes of treatment have been appended to in vain. To try it is to trust to it forever after. It cannot disappoint you and is effective from the first dose. Sold by chemists everywhere.

6

## A. S. WATSON &amp; CO., LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the Offices of the Company in ALEXANDRA BUILDINGS, on WEDNESDAY, the 15th of June, 1904, at 11 A.M., when the subjoined resolution which was passed at an Extraordinary General Meeting of the Company held on the 1st of May, 1904, will be submitted for confirmation as a Special Resolution.

## RESOLUTION.

That the Capital of the Company be increased to Nine Hundred Thousand Dollars by the creation of Thirty Thousand New Shares of Ten Dollars each.

By Order,

A. H. MANCELL,  
Secretary.

Hongkong, 3rd June, 1904. [681]

## NOTICE.

## COKE AND TAR.

THE HONGKONG AND CHINA GAS COMPANY beg to notify the public that Messrs. KUNG HING & CO., 474, Des Voeux Road West, are the SOLE AGENTS for the Sale of the Company's COKE and TAR and that all Orders should be sent to the said Agents direct.

GEORGE CURRY,  
Local Secretary.

Hongkong, 8th June, 1904. [701]

NO TOILET REQUISITES  
ARE COMPLETE  
WITHOUT THESE SOAPS.

PLANTOL FLORAL BOUQUET SOAP, Guaranteed made from Fruits and Flowers, and to contain no animal fat. It is most smoothing and refreshing to delicate skins.

STAR LIGHT SOAP,  
Pure and economical, agreeable, highly perfumed and a perfect toilet and nursery Soap.

## AND ALSO

CEDAR GLYCERINE AND TAR SOAP.  
Now on Show.H. RUTTONGEE,  
No. 5, D'Aguilar Street,  
or

36 to 38, Elgin Road, Kowloon.

Hongkong, 8th June, 1904. [72]

ROYAL AERATED WATERS  
MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

## REPORT OF AN EXPERT.

The representative of Messrs. BRABY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY AND OFFICE, West Point, Tel. 367. Depot, Ice House Street. Tel. 374.

Dr. V. DANENBERG & F. P. DANENBERG,  
General Managers.

Hongkong, 20th May, 1904. [677]

## FOUND.

AT ST. JOSEPH'S COLLEGE, on the evening of the 15th ult., an OVERCOAT. Owner can have same on application to THE DIRECTOR, St. Joseph's College, Robinson Road.

Hongkong, 15th June, 1904.

SAVARESSE'S  
SANDAL  
CAPSULESTHE PEKING-HANKOW OVER-  
LAND ROUTE.

rainy season comes to destroy the temporary structure on which trains are crossing now.

Strong evidence was seen that the road will be, if not already, a good money-maker. Passengers of all descriptions thronged the trains and photographs of crowded pony carts were taken to show how the Chinese oppose the railways. The railway, come as a great relief to the richer pilgrims from Mongolia and Manchuria who used to walk or ride in litters and on horseback the weary miles to Watahuan in Shansi.

A prince's party of ten or more Mongols with women and nursing children were taking life easily on their pilgrimage. They left the train at Tsinling and had still a matter of 450 li to travel before reaching the Holy Mountain. The old priest accompanying was constantly telling his beads, but it is doubtful if he laid up as much merit as he would, creeping all the time on his knees or striking his head at every five steps.

At Chengtingfu bales of Bombyx cotton, brought up on river boats from Tientsin, were loaded for distribution in Shansi and North Honan. The importance of Chengting as a distributing centre should increase now that the railway is there. The city is a fine landmark from the train with its gate towers, long walls, pagoda and twin-spire Cathedral. The tract is laid on a curve around the west and north sides of the city at a distance of a mile or two.

The various magistrates at Shunti had been advised by the Governor of our coming and they met us at the station with official sedan chairs for our use, a temporary reception room having been fitted up in the station building. They had also taken an inn near by for our use and fitted it up as for an official residence. The construction train was to leave at 6 a.m. and the officials came again to see us off. Owing to the lateness of arrival and the early hour of departure the officials of this place were not interviewed on monetary questions.

While waiting for the train to leave in the morning we met Mr. Reid of the Peking Syndicate on his way north. He had just come over the road from Taokou. On our mentioning that we had a letter of introduction to him where he must be approaching Weihui, so that the cart journey is shortened to 3 or 4 days between rail heads. No tickets were sold until Shunti was reached and the 1st class fare from there to Peking, 260 miles, is \$15.60. The regular price for carts with two animals is one tael per day, so that the travelling expenses from Hankow to Peking are now about \$4.00 estimating \$1.50 per day for food, etc., while travelling by cart. By taking 2nd class tickets the figure is reduced to \$1. Foreigners will be found at K'aifeng, Weihui, Changsha, and Shunti, and all along the railways. These places all have post offices, telegraph stations, and Catholic and Protestant missions.

The run by construction train from Shunti to T'suchou, "porcelain district," took from 7 to 11 a.m. Now that the line is through to Changtse, that place, a distance of 70 li, can be reached in two hours more by rail. The commission interviewed the magistrate at T'suchou on money and trade matters, getting a good deal of information more or less correct. It was found that reports of officials on such matters often needed checking by questioning the traders and bankers themselves. At T'suchou we had dinner with Mr. and Mrs. Elliot, members of an independent mission, who have just established there. Before reaching T'suchou the road passes through thousands of acres of very productive land irrigated by wells. Several Catholic chapels stood out conspicuously among the smaller houses on the villages along the railway. Grave stones in the style of old-fashioned English church-yards were also a marked feature of the landscape.

At Tala in Shihohien we learned that one of the superintendents of construction had been mobbed by the villagers on account of some dispute as to wages by a gang of coolies in the grave-pits. They attacked twice with sticks, stones, and swords, and after receiving some injuries he was compelled to save himself by drawing his revolver and shooting a man.

At Fenglochen, 35 li from T'suchou on the Laochang river, we entered the province of Honan and found deputies sent out from Changtse to welcome us with a feast in the official guest house. As we were travelling by chair, carts, and horses through dust and deep sand the stop for rest was refreshing, but delayed us, so that we entered Changtse long after dark. The magistrate of the district was waiting outside the north suburb with a bonfire and torches, soldiers, and servants to guide us through the city to the official guest house, where we were well entertained. In spite of the lateness of the hour, Prof. Jenks questioned the official closely as to the local trade conditions, sources of revenue, etc. He also had a call from two missionaries of the Canadian Presbyterian Mission, who gave much information about their field. It comprises the three fms. of Honan north of the Yellow River, Changtse, Weihui, and Hualching, including Richthofen's garden of Honan. They have stations with foreign families in each of these fms. They and the Catholics have the only missions in North Honan. It is a magnificently rich field for their work with railways traversing it from north to south and from east to west crossing at their central station of Weihui. The trip of three weeks or more by boat from Tientsin shortened to two days by rail.

The run from Peking to Shunti was made between 7.45 a.m. and 7.45 p.m. The party consisted of Prof. Jenks and his private secretary, Mr. A. C. Durand, Mr. C. P. Gammon, and an interpreter, six servants, four saddle horses, and much baggage. Changtse, about 16 miles from Peking, was noted as the mechanical headquarters of the road, a site well chosen among the foothills, near the Hun or Muddy river. Foreign-style brick kilns, where red brick are burnt, supply the stations far down the line with trimming to ornament the buildings of grey brick.

Among the engineering feats the crossing of the Hulou River, south of Chegging, is noteworthy. The actual bridge seemed to be half-mile or more long, supplemented by some miles of grading faced with stone, with several bridged sideways for foot traffic, which usually overflows the wide sandy valley in the rainy season. Several spans were in place but in the middle of the shallow river full of sand-banks the men were still working long deep in the bed, with sinking timbers. The bridge seemed in a fair way to be used before the

rainy season comes to destroy the temporary structure on which trains are crossing now.

Strong mill stones from the quarries to the river, four or five days' journey with a cow or donkey and a man to each pair of stones, seemed more remunerative, for a stone costing 1,000 cash at the quarries brings 5,000 at the destination and the travelling expenses for five days for man and beast amount to only 1,000 cash. The wheelbarrow-men did not make much more than their food on the trip. They usually carried a load of 400 catties with a capital of \$10 to \$20 invested in a trip of four or five days, making 60 li per day. Their profits, however, seemed quite large when compared with the mature wheelbarrow-men, who picked up one or two baskets a day for sale at 10 to each a basket. These small traders' and labourers' economic conditions are all of interest to the student of China's monetary situation.

This part of Honan is most picturesque with its gently rolling hills, groves of trees, high walled villages or chailze, and grain towers inside the walls. These latter with the castellated village walls looked like old castles and dotted the country as far as the eye could reach. Doubtless these walls and towers date back to the times when robbers like the Tai-pings devastated the country.

Among the curious agricultural implements of Honan are the rigid four-wheel carts with large cube-shaped box bodies for hauling dirt, etc. In turning the four wheel they cannot change their direction. When fitted with racks they carry great loads of hay or fuel, and again are used like an omnibus with tiers of seats to carry the crowds to the fairs and temple theatres.

The bamboo is grown in N. W. Honan so that all sorts of implements are made from it. The uses to which it is put by the farmers alone form an interesting study. Taokou is a large commercial town at the head of navigation on the Wei river. It is of no political importance, however. It is famous for the manufacture of pewter dishes, some of which are engraved in beautiful designs. A fine quality of lacquered ware is also made here.

Our party came in late at night, travel-stained and dusty to find a royal hospitality awaiting us at the Peking Syndicate's headquarters a mile N. E. of the town, but being the guests of the Government we went on into the town to the inn where the Hushusai magistrate had provided for us. The residence of Mr. Bourne is on a commanding hill that rises out of the plain overlooking the company's machine shops, engine yards, and the town below.

The account of our trip over the entire length of this railway and of our visit to the mines must be left for another letter.—N. C. D. News.

## TO LET.

## IMMEDIATE POSSESSION.

FOR 18 MONTHS.

"L E G H T O R," THE PEAK.

Apply to—

JEBSEN &amp; CO.

Hongkong, 27th April, 1904. [159]

## TO LET.

## N O. 6, BARROW TERRACE, KOWLOON.

Available 1st March.

Apply to—

THE SAM WANG CO., LTD.

Hongkong, 5th February, 1904. [18]

## TO LET.

## N O. 6, BARROW TERRACE, KOWLOON.

Available 1st March.

Apply to—

THE SAM WANG CO., LTD.

Hongkong, 5th February, 1904. [18]

## TO LET.

## N O. 6, BARROW TERRACE, KOWLOON.

Available 1st March.

Apply to—

THE SAM WANG CO., LTD.

Hongkong, 5th February, 1904. [18]

## TO LET.

## N O. 6, BARROW TERRACE, KOWLOON.

## Intimations.

A. S. WATSON & Co.,  
LIMITED.

## NOTICE OF REMOVAL.

THE BUSINESS of the HONGKONG DISPENSARY is now being carried on in ALEXANDRA BUILDINGS, DES VŒUX ROAD.

The HOURS of BUSINESS of the HONGKONG DISPENSARY in its new premises are as follows:—

WEEK DAYS... 8.30 A.M. to 6 P.M.  
SATURDAY... 8.30 A.M. to 2 P.M.  
SUNDAY... 10 A.M. to 1 P.M.

An Assistant will be on duty at all times to dispense prescriptions.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED 1841.

Hongkong, 31st May, 1904.

## The Hongkong Telegraph

HONGKONG, THURSDAY, JUNE 9, 1904.

## CHINA'S REFORMATION.

Just as the "good wine needs no bush" so the splendid work that is being done by the *Christian College*, in propagating a yeast of sensible and liberal education amongst the young men of China, has no need of our praise to make known its excellence.

Previous mention has been made in these columns of a monthly review, *The South China Collegian*, the organ of this organisation, and the sound precepts taught in the pages of this publication are all-worthy of the attention of those interested in the mental development of the coming generation of China.

It was believed that the injury done to the Russian battleship *Orel* in the Neva was caused by the explosion of a bomb under her stern.

The Hamburg-America Line has arranged to build a bigger ship than any English line has or contemplates. She is to be a 35,000-ton vessel, 715 feet long.

It is stated that most of the newspapers have terminated the engagements of their war correspondents, the attempt to obtain news other than official telegrams being useless.

THE American Hominy Co. of Chicago and Indianapolis, has presented 30,000 pounds of hominy to the Japanese Army and Navy, and 5,000 pounds to the Red Cross Society.

THE *Japan Mail* shows the entire inaccuracy of Dr. E. J. Dillon's account in the *Review of Reviews* of Admiral Alexeiff or Admiral Crown forcing a British man-of-war to abandon its evolutions at Nagasaki in 1881.

THE *Tempo* (Paris), in commenting on the action at Kinchow, expresses admiration of the skill and strategy and the bravery of the Japanese troops. Other French newspapers minimise the importance of the fighting at Kinchow.

CAPT. Paul A. Dithlefsen, formerly well-known in China waters in command of Japanese steamers, and later as an Inland Sea pilot, who retired in 1902, having reached the Japanese age limit of 63, and settled at San Francisco, died at San Francisco on the 24th of April.

As recently stated in our columns the s.s. *Korea* was quarantined at Kobe owing to a Chinese having died on board and his death being ascribed to plague. It was later ascertained the Chinese died of pneumonia. As a precaution, however, the Japanese health officers decided to detain the vessel until the 11th instant.

"TOM" McKay is back from his Singapore trip, and notwithstanding that he found the heat of our Southern Colony somewhat trying he is looking as fit as ever. He looked in at the office for a few minutes this morning and had a chat about the "clipper of the Pacific" which is due here on Saturday. Sometime next week the *Mongolian* will probably be open for inspection, and no doubt many people will avail themselves of the opportunity of going aboard this magnificent ship.

THE death is announced of Mr. Charles William Gordon, of Messrs. Ramsay & Co., Hankow, where he had resided for over twenty years, and where he was universally liked and respected. He married within the last two years or so a sister of Lady Cameron, of the Hongkong and Shanghai Bank. He was a nephew of one of the first residents in Hankow, Mr. William G. Gordon, and Hankow will remember for a long time the genial and popular "Charlie" Gordon. He died at Kuling on the 28th ult. at the age of 54.

THE steamer *Seikoku-maru*, which arrived at Kobe on the 27th ult. from Fusan, had on board Russian notes to the amount of 23,700 roubles consigned to Shanghai. Upon examination by the Customs authorities, it was found that 12,100 roubles were shipped by a Chinese merchant at Gensan in payment of shirtings and general goods purchased from a Chinese firm at Shanghai, and 10,680 roubles were also shipped by a Chinese at Gensan in payment of Japanese cotton yarn and other goods from Shanghai. The money was to be transhipped to the *Bengas* under charter to the Nippon Yusen Kaisha. The Customs referred the matter to the commanding officer of the gun-boat *Tenpo* lying in the harbour, and it was decided that the money could not be classified under the head of contraband of war. It was therefore released.

NOTICE  
All communications intended for publication in The "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month are proportional. The daily issue is delivered free when the address is accessible to messenger. On a copy sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

## BIRTHS.

On the 2nd June, at 2, Wayside Road Chang-hai, the wife of RUYIHEN MACFARLANE, of a daughter.

On the 4th June, at 42, Whampoa Road, Shanghai, the wife of E. VON HIRSCH, Austro-Hungarian Consul-General, of a son.

## DEATHS.

On the 26th May, at Kuling, CHARLES WILLIAM GORDON, of Hankow, aged 54 years.

On the 2nd June, at the General Hospital, Shanghai, MARY, the beloved wife of G. W. Bennett, of the Woosung Hotel.

At 1, Woosung Road, Shanghai, on the 1st June, HELEN MORRISON, the beloved wife of George Kollo, aged 24 years.

should be cause of deep reflexion to the youths that are addressed. "A man who places his own interests before those of his country is of no use to his country." China's men must learn the lesson of history—the need of sacrifice, a wise giving of one's time, energy and talents to the service of his fellow countrymen." The task that the *Christian College* has set itself to do is a noble one indeed. To instil a spirit of pure patriotism and self-abnegation into the youth of China must seem a most formidable task even to those who possess but a superficial knowledge of the characteristics of the Celestial, but that it is on this basis alone that any real and lasting reform can be established is beyond question. Time alone can prove whether the efforts of these devoted teachers will produce success, but whatever the results may be all admiration is due to those who so unflinchingly set themselves to point out the way; the only way.

ONE of the last instructions given by the late Admiral Makaroff was that eighteen torpedo-boats of 150 tons each and a speed of thirty knots should be sent to Port Arthur by rail.

WHEN the Russians bolted from Kaiping on the false report that the Japanese had landed on the coast, the Chinese looted their barracks, and the Russians have demanded compensation from the Chinese authorities.

IT would seem that the Japanese are not alone in using vigorous methods in dealing with journalists who have transgressed against the press regulations; for it now transpires that a Vladivostok editor has been imprisoned for seven days for criticising the composition of a Russian volunteer cavalry regiment.

THE following paragraph appears in the Shanghai *Times* of 31st ult.:—Viceroy Tsen Chun Hsien has wired to the Wai-wu-pu requesting the latter to make representations to the Portuguese minister to surrender an official prisoner now detained by the Portuguese at Macao. The minister has acceded to the request.

THE following private Chinese telegram was received in Shanghai from Chefoo: "Chefoo 2nd June. The Japanese land forces are daily pressing down on Port Arthur nearer and nearer. Commencing from Pitsewo on the west to Puliangton on the east, southwards down to the entrance of Port Arthur, the squadrons of Admiral Togo have so closely invested the place, that it is believed here that Port Arthur must fall into Japanese hands within five days at the longest, and three days at the shortest time."

BY kind permission of Lt.-Col. Iremonger and officers, the Band of the 93rd Burma Infantry will play the following programme of music at the King Edward Hotel, during dinner, on Friday, the 10th inst., (weather permitting).

March... "The Washington Post"  
Overture... "Der Koenigs-Lobtanz" ... Emil Tie Selection... "Floradora" ... Isle Stewart Serenade... "Love in Idleness" ... Macbeth Selection... "The Belle of New York" ... Keker Valtz... "Blitz" ... Magis Tarantelle... "The Original Napoleonite" ... Julian God save the King.

SEVERAL of the manufacturers of explosives are engaged on experiments with Shimose powder, the explosive used by the Japanese. This powder is said to be more powerful than dynamite or gun-cotton. A naval officer states that its chief characteristic is that the shattered parts of the projectile, which usually bursts into two or three thousand pieces, spreads with equal force, in every direction. It is believed that a quantity of the powder has been secured by the Admiralty for the purpose of experiment.

By kind permission of the Commander of Police, the Macao String Band will play the following programme of music at the Macao Hotel from 7.30 p.m. to 9.30 p.m. on Saturday next, June 11th, and will also play every Saturday during the summer.

March... "The Summer Girl" ... Victor Mercier Overture... "Jolly Student" ... Carl Albert Walzes... "Fedor" ... P. Bucalosi Selection... "Maritana" ... Wallace Walzes... "Lively Maiden" ... W. S. Milton The Lost Chord... "A. S. Sullivan" ... A. S. Sullivan Intermezzo... "Cavalleria Rusticana" ... P. Maccaig Gavotte... "Princess Stephanie" ... A. Cibella God save the King.

THE Prisoners' Intelligence Bureau has been established in Japan on a quite unprecedented scale. Its duty is to investigate the affairs of the prisoners, to conduct correspondence and give information regarding them, to convey presents, money and other articles to prisoners, to preserve letters, etc. left behind by the dead, to send them to relatives and generally to investigate as far as possible all particulars in regard to the killed, wounded, and captured on each side. The *N. C. D. News* says that the Russian prisoners have been much surprised to receive such magnanimous treatment in Japan, where some of them are living better than they ever did at home.

THE *Prisoners' Intelligence Bureau* has been established in Japan on a quite unprecedented scale. Its duty is to investigate the affairs of the prisoners, to conduct correspondence and give information regarding them, to convey presents, money and other articles to prisoners, to preserve letters, etc. left behind by the dead, to send them to relatives and generally to investigate as far as possible all particulars in regard to the killed, wounded, and captured on each side. The *N. C. D. News* says that the Russian prisoners have been much surprised to receive such magnanimous treatment in Japan, where some of them are living better than they ever did at home.

THE *Prisoners' Intelligence Bureau* has been established in Japan on a quite unprecedented scale. Its duty is to investigate the affairs of the prisoners, to conduct correspondence and give information regarding them, to convey presents, money and other articles to prisoners, to preserve letters, etc. left behind by the dead, to send them to relatives and generally to investigate as far as possible all particulars in regard to the killed, wounded, and captured on each side. The *N. C. D. News* says that the Russian prisoners have been much surprised to receive such magnanimous treatment in Japan, where some of them are living better than they ever did at home.

THE *Prisoners' Intelligence Bureau* has been established in Japan on a quite unprecedented scale. Its duty is to investigate the affairs of the prisoners, to conduct correspondence and give information regarding them, to convey presents, money and other articles to prisoners, to preserve letters, etc. left behind by the dead, to send them to relatives and generally to investigate as far as possible all particulars in regard to the killed, wounded, and captured on each side. The *N. C. D. News* says that the Russian prisoners have been much surprised to receive such magnanimous treatment in Japan, where some of them are living better than they ever did at home.

THE *Prisoners' Intelligence Bureau* has been established in Japan on a quite unprecedented scale. Its duty is to investigate the affairs of the prisoners, to conduct correspondence and give information regarding them, to convey presents, money and other articles to prisoners, to preserve letters, etc. left behind by the dead, to send them to relatives and generally to investigate as far as possible all particulars in regard to the killed, wounded, and captured on each side. The *N. C. D. News* says that the Russian prisoners have been much surprised to receive such magnanimous treatment in Japan, where some of them are living better than they ever did at home.

THE *Prisoners' Intelligence Bureau* has been established in Japan on a quite unprecedented scale. Its duty is to investigate the affairs of the prisoners, to conduct correspondence and give information regarding them, to convey presents, money and other articles to prisoners, to preserve letters, etc. left behind by the dead, to send them to relatives and generally to investigate as far as possible all particulars in regard to the killed, wounded, and captured on each side. The *N. C. D. News* says that the Russian prisoners have been much surprised to receive such magnanimous treatment in Japan, where some of them are living better than they ever did at home.

THE *Prisoners' Intelligence Bureau* has been established in Japan on a quite unprecedented scale. Its duty is to investigate the affairs of the prisoners, to conduct correspondence and give information regarding them, to convey presents, money and other articles to prisoners, to preserve letters, etc. left behind by the dead, to send them to relatives and generally to investigate as far as possible all particulars in regard to the killed, wounded, and captured on each side. The *N. C. D. News* says that the Russian prisoners have been much surprised to receive such magnanimous treatment in Japan, where some of them are living better than they ever did at home.

THE *Prisoners' Intelligence Bureau* has been established in Japan on a quite unprecedented scale. Its duty is to investigate the affairs of the prisoners, to conduct correspondence and give information regarding them, to convey presents, money and other articles to prisoners, to preserve letters, etc. left behind by the dead, to send them to relatives and generally to investigate as far as possible all particulars in regard to the killed, wounded, and captured on each side. The *N. C. D. News* says that the Russian prisoners have been much surprised to receive such magnanimous treatment in Japan, where some of them are living better than they ever did at home.

THE *Prisoners' Intelligence Bureau* has been established in Japan on a quite unprecedented scale. Its duty is to investigate the affairs of the prisoners, to conduct correspondence and give information regarding them, to convey presents, money and other articles to prisoners, to preserve letters, etc. left behind by the dead, to send them to relatives and generally to investigate as far as possible all particulars in regard to the killed, wounded, and captured on each side. The *N. C. D. News* says that the Russian prisoners have been much surprised to receive such magnanimous treatment in Japan, where some of them are living better than they ever did at home.

THE *Prisoners' Intelligence Bureau* has been established in Japan on a quite unprecedented scale. Its duty is to investigate the affairs of the prisoners, to conduct correspondence and give information regarding them, to convey presents, money and other articles to prisoners, to preserve letters, etc. left behind by the dead, to send them to relatives and generally to investigate as far as possible all particulars in regard to the killed, wounded, and captured on each side. The *N. C. D. News* says that the Russian prisoners have been much surprised to receive such magnanimous treatment in Japan, where some of them are living better than they ever did at home.

THE *Prisoners' Intelligence Bureau* has been established in Japan on a quite unprecedented scale. Its duty is to investigate the affairs of the prisoners, to conduct correspondence and give information regarding them, to convey presents, money and other articles to prisoners, to preserve letters, etc. left behind by the dead, to send them to relatives and generally to investigate as far as possible all particulars in regard to the killed, wounded, and captured on each side. The *N. C. D. News* says that the Russian prisoners have been much surprised to receive such magnanimous treatment in Japan, where some of them are living better than they ever did at home.

THE *Prisoners' Intelligence Bureau* has been established in Japan on a quite unprecedented scale. Its duty is to investigate the affairs of the prisoners, to conduct correspondence and give information regarding them, to convey presents, money and other articles to prisoners, to preserve letters, etc. left behind by the dead, to send them to relatives and generally to investigate as far as possible all particulars in regard to the killed, wounded, and captured on each side. The *N. C. D. News* says that the Russian prisoners have been much surprised to receive such magnanimous treatment in Japan, where some of them are living better than they ever did at home.

THE *Prisoners' Intelligence Bureau* has been established in Japan on a quite unprecedented scale. Its duty is to investigate the affairs of the prisoners, to conduct correspondence and give information regarding them, to convey presents, money and other articles to prisoners, to preserve letters, etc. left behind by the dead, to send them to relatives and generally to investigate as far as possible all particulars in regard to the killed, wounded, and captured on each side. The *N. C. D. News* says that the Russian prisoners have been much surprised to receive such magnanimous treatment in Japan, where some of them are living better than they ever did at home.

THE *Prisoners' Intelligence Bureau* has been established in Japan on a quite unprecedented scale. Its duty is to investigate the affairs of the prisoners, to conduct correspondence and give information regarding them, to convey presents, money and other articles to prisoners, to preserve letters, etc. left behind by the dead, to send them to relatives and generally to investigate as far as possible all particulars in regard to the killed, wounded, and captured on each side. The *N. C. D. News* says that the Russian prisoners have been much surprised to receive such magnanimous treatment in Japan, where some of them are living better than they ever did at home.

THE *Prisoners' Intelligence Bureau* has been established in Japan on a quite unprecedented scale. Its duty is to investigate the affairs of the prisoners, to conduct correspondence and give information regarding them, to convey presents, money and other articles to prisoners, to preserve letters, etc. left behind by the dead, to send them to relatives and generally to investigate as far as possible all particulars in regard to the killed, wounded, and captured on each side. The *N. C. D. News* says that the Russian prisoners have been much surprised to receive such magnanimous treatment in Japan, where some of them are living better than they ever did at home.

THE *Prisoners' Intelligence Bureau* has been established in Japan on a quite unprecedented scale. Its duty is to investigate the affairs of the prisoners, to conduct correspondence and give information regarding them, to convey presents, money and other articles to prisoners, to preserve letters, etc. left behind by the dead, to send them to relatives and generally to investigate as far as possible all particulars in regard to the killed, wounded, and captured on each side. The *N. C. D. News* says that the Russian prisoners have been much surprised to receive such magnanimous treatment in Japan, where some of them are living better than they ever did at home.

THE *Prisoners' Intelligence Bureau* has been established in Japan on a quite unprecedented scale. Its duty is to investigate the affairs of the prisoners, to conduct correspondence and give information regarding them, to convey presents, money and other articles to prisoners, to preserve letters, etc. left behind by the dead, to send them to relatives and generally to investigate as far as possible all particulars in regard to the killed, wounded, and captured on each side. The *N. C. D. News* says that the Russian prisoners have been much surprised to receive such magnanimous treatment in Japan, where some of them are living better than they ever did at home.

THE *Prisoners' Intelligence Bureau* has been established in Japan on a quite unprecedented scale. Its duty is to investigate the affairs of the prisoners, to conduct correspondence and give information regarding them, to convey presents, money and other articles to prisoners, to preserve letters, etc. left behind by the dead, to send them to relatives and generally to investigate as far as possible all particulars in regard to the killed, wounded, and captured on each side. The *N. C. D. News* says that the Russian prisoners have been much surprised to receive such magnanimous treatment in Japan, where some of them are living better than they ever did at home.

THE *Prisoners' Intelligence Bureau* has been established in Japan on a quite unprecedented scale. Its duty is to investigate the affairs of the prisoners, to conduct correspondence and give information regarding them, to convey presents, money and other articles to prisoners, to preserve letters, etc. left behind by the dead, to send them to relatives and generally to investigate as far as possible all particulars in regard to the killed, wounded, and captured on each side. The *N. C. D. News* says that the Russian prisoners have been much surprised to receive such magnanimous treatment in Japan, where some of them are living better than they ever did at home.

THE *Prisoners' Intelligence Bureau* has been established in Japan on a quite unprecedented scale. Its duty is to investigate the affairs of the prisoners, to conduct correspondence and give information regarding them, to convey presents, money and other articles to prisoners, to preserve letters, etc. left behind by the dead, to send them to relatives and generally to investigate as far as possible all particulars in regard to the killed, wounded, and captured on each side. The *N. C. D. News* says that the Russian prisoners have been much surprised to receive such magnanimous treatment in Japan, where some of them are living better than they ever did at home.

## TELEGRAMS.

## THE SIKH WATCHMAN

CASE

AT CANTON.

WITNESS MISSING.

(From Our Correspondent.)

CANTON, 9th June,

9.56 a.m.

The case against the Mahometan watchman, named Abdul Mali, who is charged with the murder of a co-religionist, at Sainam, has been postponed until Monday owing to the absence of one of the witnesses.

(Reuters.)

## The War.

LONDON, 7th June.

The Tsar has ordered the mobilisation of the first Army Corps, which includes the St. Petersburg district.

General Kuropatkin reports a five hours' fight on the 3rd instant at Khotspatse, 18 miles west of Feng-huang-cheng. The Japanese attempting to advance from a fortified position were driven back by Cossacks, assisted by field guns; sixteen Cossacks were wounded.

LATER.

## Sale of a German Liner to Japan.

The S.S. *Hochheimer* of the Hansa line, Bremen, has been purchased by the Japanese Government.

## The Russian Baltic Fleet.

Naval experts are convinced that the Baltic fleet, whose date of departure is constantly deferred, will never reach the Pacific, if it starts.

## Shipping.

The *Pleiades* from Yokohama has arrived at Vancouver after being towed 800 miles after having lost her propeller.

## THE B. T. B. CO.'S S.S. "PLEIADES."

Messrs. Dodwell & Co., Ltd., general agents of the Boston Tow Boil Co., write, under today's date, informing us that this Company's s.s. *Pleiades* arrived at Victoria on the 6th instant with her tail shaft broken, and that in consequence the cargo booked for her will be shipped by the *Hyson*.

## TO BE TOLD TO THE MARINES.

An officer belonging to one of the ships of the British fleet now at Woosung, was asked the other day if there was any special significance in the presence of such a formidable naval force in these waters at the present juncture, and replied no, there was not; the ships had merely come up to the Yangtze in order that their bottoms might be cheaply and expeditiously cleansed without the trouble and inconvenience of putting them into dock.

He proceeded to explain that fresh water is particularly fatal to barnacles, and a swift fresh-water current, such as that which rushes past Woosung during all states of the tide, even at slack-water, has a miraculous effect in scouring the bottoms of men-of-war clean of barnacles, seaweed, and all manner of marine growths and excrescences, and that as the Admiralty authorities could not very well bring down the Whangpoo and the Yangtze Rivers to Hongkong to do the Admiralty cleansing, the ships had to be sent up to Woosung to undergo the purifying process.—*Shanghai Daily Press*.

## SAILORS FIGHT WITH CENTIPEDES.

The Italian bark *Anatol Meoth* recently arrived at Philadelphia with a cargo of bones. When the hatches were lifted and preparations were made to unload the cargo, the sailors had an experience that almost turned their hair white.

When the sailors went below they discovered a horde of tarantulas and centipedes prepared to give battle. As the crawling enemy advanced to the attack, the sailors prepared to repulse them. They had armed themselves with long, strong bones and with these they fought and beat off tarantulas and centipedes. It was a fight against too heavy odds. The foe was too numerous. As fast as one tarantula would be killed another would take its place.

In the battle not a few of the seamen were nipped in the legs and were saved from serious bites by the sea boots they wore. Those sailors who were in the hold of the bark soon became exhausted and others of the crew took their places. But they could not get rid of their tenacious foes.

Then the fighting sailors clambered out of the hold upon deck, leaving the tarantulas complete victors. Some of the tarantulas tried to follow the retreating seamen, but as soon as they showed themselves above hatches they were easily destroyed. After the retreat of the sailors, the tarantulas and centipedes again took refuge in the bones.

Captain Ferrera and his officers held a council of war. It was determined to kill the tarantulas and centipedes by fumigating the hold. This was accordingly done. The hatches were then replaced and sulphur was allowed to do its work. Later, the hatches were removed and dead insects were seen on top of the cargo of bones.

## THE WAR.

## THE BATTLE OF KINCHAU.

## A HARD FIGHT FIGHT.

The following further details of the battle of South Hill as reported by General Oku have been published by the Imperial Headquarters:

The Army Corps, having completed the preparations for the attack on the enemy by the 25th ult., commenced operations at midnight, and advanced towards the South Hill of Kinchau, the Fourth (Osaka) Division forming the right wing, the First (Tokyo) Division the left wing, and the Third (Nagoya) Division the central column. The night was extremely dark with a heavy thunderstorm, and nothing could be seen, which made marching very difficult. At 4 a.m. a flying column was sent to occupy the city of Kinchau, which was done.

The artillery was to have opened fire at 4.30 a.m. on the 26th, but owing to the dense fog prevailing, this was deferred by one hour. At 5.30 the whole force of artillery under the command of Major-General Uchiyama commenced firing against South Hill. From 6 a.m. four vessels from the Imperial Fleet, which took up a position in Kinchau Bay, assisted the army in shelling the enemy, who responded with the whole of their artillery on the fort, and severe fighting ensued. In about three hours, however, the enemy's fire greatly abated, thus giving the opportunity to our infantry, who advanced and approached to within about 300 to 550 metres of the enemy's first line of defence in face of their fire, but the troops had to halt several times before reaching their goal. By 11 a.m. the enemy's guns at Roten were all silenced by the fire of our artillery, and about two batteries of their quick-firing field guns soon retreated to Nankwanien, from where they continued to fire upon us at intervals to the end of the battle. About 10 a.m. a Russian gunboat appeared on the east of the Ioni on Washo Island in Dalny Bay, and fired at the rear of the left flank of the Third Division. A landing party from the gunboat attempted to land in five steam launches in the vicinity of Kodogai, but a contingent of our troops having been sent to oppose this, the Russians returned to their ship. Four 9 cm. guns at Dalboskin continued to fire at the Third Division till about 7 p.m. The artillery of our left wing engaged these guns, but owing to the great range our fire had not full effect.

The enemy's position on South Hill was a precipitous elevation, and was very strongly defended. A sort of half permanent fortress was constructed and mounted with about 70 guns of all sizes, in addition to eight machine guns, all surrounded by strong earthworks, protected with covers for infantry fire. To the front of the position were mines and barbed wire, a large number of machine guns occupying the intervening space between the mines.

Our artillery exerted themselves to the utmost to destroy these defence works and moved their position several times, approaching nearer to the enemy and assailing the infantry in their advance. The enemy made such a stubborn resistance that the situation remained unchanged till 5 p.m., and there was yet no opportunity for an infantry charge. The Third Division, forming our left wing, was surrounded by the enemy's infantry, who gradually increased in front of our left flank assisted by two batteries of artillery at Nankwanien. The left flank of the Third Division was hard pressed, and by this time the ammunition of our artillery was becoming so scarce that fighting could not be continued much longer. Such being the case, the infantry was ordered forward regardless of the loss which might be suffered, and meantime the artillery kept up a continuous hot fire, using up all available ammunition. The infantry of the First Division, in the highest spirits and with great valour, made a gallant charge, but suffered very serious loss by the sharp-shooting and flank fire of the enemy, being ultimately compelled to halt. Happily at this moment the Squadron in Kinchau Bay renewed their heavy fire on the left flank of the enemy, and endeavoured to silence their artillery, greatly assisting our Fourth Artillery Regiment. The whole of the Fourth Division seized this opportunity to press hard on the left flank of the enemy, and advanced on to their position on the elevation, while the First and Third Divisions followed and forced their way to the forts, passing over bodies of dead and wounded which lay in considerable number. They engaged the enemy at close quarters, bayonet to bayonet, and at length forced the Russians to retreat, occupying the Hill and planting the national colours on every fort. It was then a little past 7 p.m. The Russians retreated in disorder in the direction of Port Arthur, but before leaving the position exploded the powder magazine at Dalboskin. A portion of the Army Corps and our artillery went in pursuit of the retreating forces.

The whole of our Army encamped on the battle field, when both officers and men were in the best of spirits, loud cries of "Banzai" being heard in all directions. The strength of the Russians was about one division of the field army ("yaseo gun"), two batteries of artillery, in addition to the artillery of the forts and marines. Apparently the enemy did all they could to obstruct our march at South Hill with a view to protecting Taliawan and Port Arthur, and it appears that their defensive works were being much strengthened. Their casualties cannot be ascertained, but counting only the bodies of the dead left on the field, these number no fewer than 500. A number of officers and men have been taken prisoners. The material falling into our hands comprise some 8 guns, ten machine guns, one electro-motor steam engine, electric light apparatus, one dynamo, about fifty mine tubes, and a quantity of rifles, ammunition, &c.

PRESENT CONDITION OF THE RUSSIAN'S AT PORT ARTHUR.

Cheloo, 3rd June.

Chinese carpenters who escaped from the Dockyard at Port Arthur to this Port, report

that the Russian Authorities at Port Arthur have recently had five of their warships beached and the large guns removed from them. These guns were to be used by the Marines who have been converted into land troops and have gone north. Twelve or thirteen torpedo boats and destroyers were seen in the Eastern Harbour. Our informants also report that although the Russians declare that the provisions at Port Arthur will last them three full months, the truth is that they will be exhausted in about two months. In the Dockyard are now six hundred Russians and hundred native workmen and coolie and as the latter were not paid and their provisions were gradually dwindling, they thought that it was more advisable to escape from the place.

Tokio, June 3rd.—It is stated here, upon the highest official authority, that Port Arthur will be captured about the middle of the present month.

RUSSIAN VERSION OF THE FIGHTING.

Shanghai, 4th June.

Major-General Dessino, the Russian Military Agent in China, has issued the following telegram:

Moukden, 3rd June, 7.35 p.m.

Our cavalry had on the 30th May an engagement near Wu-fang-kou with a Japanese detachment consisting of two or three battalions and two squadrons of cavalry. One Japanese squadron was nearly annihilated by one of our squadrons of Siberian Cossacks, with whom they had a hand to hand fight, while another Japanese squadron suffered very great losses from our dismounted men. Our losses are insignificant.

(Signed) Major General FLOUGH,

Quartermaster-general.

## ON THE YALU.

A dispatch to the *New York Journal* from Antung says the flag of Japan flies over sixty miles of the valley of the Yalu. Far in a d

Japanese cavalry have been streaming north towards Liaoyang and the main division of the Russian army. A fresh division of Japanese troops has been pouring in from the sea. Every hour brought increased evidence of the completeness of the Russian defeat. Long-lines of Russian prisoners, continues the dispatch, are constantly marching into Antung from the front. They are mostly of gigantic stature, grey-coated and wearing shaggy shakos, in striking contrast to the Japanese troops who constitute the guard. The Russians seem amazed at the speed and force with which the Japanese strike. The prisoners are battle-worn and show from their faded expression a sense of having experienced incomprehensible calamities at the hands of the Japanese. Many wounded Russians have been brought in by the Japanese. The hospital at Chilien-cheng is overcrowded with wounded, most of whom are soldiers of the Tsar. The battle-field presented a sickening spectacle following the engagement. Japanese and Russians lay intermingled, their faces turned to the sun some dead, others dying, and more being despatched for by skilled surgeons. One detail which differentiates the systems of the two armies caught the eye at once. Upon the breast of each Japanese soldier is pinned when he goes into battle an identification ticket containing his name, rank and regiment. After a battle it is easy to identify the dead and wounded. About the Russians there is nothing to furnish a clue to the identity of the slain.

A Chefoo dispatch to the *Kobe Shimbum* states that the Russian gun-boat which shelled the left flank of the Japanese army during the attack of South Hill was the *Bobr*. The gun-boat was chased by the Japanese squadron on May 26th and sought shelter in Dalny Bay. It is reported that the vessel was blown up and sunk by her crew after the battle. This vessel is of 950 tons displacement, and is an old boat, having been launched in 1883.

RUSSIAN GUNBOAT'S ADVENTURE.

An interesting incident in connection with the various stories related about the successful, or unsuccessful attempts to block Port Arthur Harbour, as the case may be, is related by an officer on one of the merchant vessels which has been lying in Dalny since the outbreak of the war.

Those who have followed closely the reports coming from Tokio will remember that an official telegram received some days since mentioned the fact that a Russian gun-boat had fired on the left wing of the Japanese troops in the vicinity of Taliawan. The officer in question, who has recently arrived from Dalny and who vouches for the truth of his story, states that about May 26th the *Amour* left Port Arthur to lay mines outside. The Japanese squadron was known to close by, and in order to divert the attention of the enemy from the work of the *Amour*, the Russian gun-boat *Bobr* with an escort of two torpedo boats left the harbour at the same time, and succeeded in drawing the enemy's attention and fire. Being closely pressed, the *Bobr* with her little escort was compelled to make a run for Dalny, the nearest shelter, which she reached in safety, fortunately passing over the mines laid about that port. She now lies at anchor in Dalny, having accomplished her mission. The *Amour*, her work completed, retired without molestation.

If the official reports are correct, the *Bobr*, even when hard pressed, took a passing shot at the troops near Taliawan, passing through the death traps about Dalny and reaching the harbour without harm.—*Cheloo Daily News*.

It is reported that a type of submarine has been planned, which allows of greater accommodation for the men. It is recognised that the cramped position of the men in the present type of vessel is in itself a danger; that unless more space is given there will always be a possibility of accident. There is, of course, no idea of making the men comfortable. This, in the circumstances, is impossible; but, as they are not shut up for any great length of time, it is hardly necessary. It is also reported that a process has been invented for the production of oxygen while the boat is under water.

## DE ROUGEMONT'S RIDE.

## TUTORING THE TURTLE FOR THE GREAT CHANNEL TRIP.

The greatest war "special" of the age is undoubtedly M. Louis de Rougemont.

Fresh from the din of battle and the wild wastes of Korea, he was at home to me yesterday, writes a representative of *The Daily Chronicle*, to whom he promised to confide the very latest from the Far East. Being De Rougemont, it was naturally quite unnecessary for him to go to the scene of operations. Thousands of miles even do not impede his sight. For him the censor has no terrors. Wireless telegraphy pales in his presence. He is there; he sees everything, and, what is more, sees it all from a top back room somewhere in the neighbourhood of Euston-road.

Hypnotism does it; at least, he says so. "Last night," for example, "I was in Port Arthur. A few days before I was on the banks of the Yalu River and heard the thundering of the guns when the Russians fell. How do I manage it? You, of course, know that I am studying hypnotism. All I do is to fling myself down upon a couch, and my marvellous gift does the rest. With every muscle, every limb of my body at ease—the tongue even must be perfectly relaxed—I am able to go whither I will, and call into my presence what spirits I choose. So it happens that I am able to travel the world over just as I please."

"What, then, did you see at Port Arthur, M'sieu?"

"Ha! Now you want to know something. Do you remember when the anxious days of Peking stirred the whole nation? Well, I saw that the whole business from beginning to end. In fact, I went to a publisher and offered to supply him with all the latest news, but when he had the impudence to ask me if they were all safe in the Legation, and that before he had arranged any terms, well, I was disgusted. My news was worth handfuls of gold, and—"

"But what about Port Arthur? Has it been bouldered up at last? And where are the war correspondents?"

"Oh, yes!" began the "special," looking uncomfortably wise. "H'm. Yes. Port Arthur. Did I ever tell you what happened to me two years ago, when I was in South Africa during the Boer war?"

"No, m'sieu. But, really, I'm exceedingly anxious about Arthur. Surely you can tell me what you saw?"

## A CHAT WITH DICKENS.

"Ah, yes. Ladysmith. Oh! You meant Port Arthur? Well, some other time. Don't bother me now. I'll tell you something about my researches into the world unseen. Do you know that quite recently I have been meeting a number of people who passed over years ago. Charles Dickens, for example. We are great friends. He and I had a long conversation a few months ago, and a real good sort he is too. 'Ah, De Rougemont,' he said (he has great sympathy for me), 'they have called you the champion liar, but some day they will extol you as you deserve!'

"And what did he say about the other side?"

"Well, he assured me that if he had only known the things that he knows now life would have been sweeter and happier. And then in his own graphic way he described the beautiful scenery of the heavens, the lakes, the mountains, and the rivers—it was grand. And would you believe it, amongst my friends of the other world is William Shakespeare?"

But never a smile or a frown ruffled the placid features of De Rougemont as he went to make some revelations about the authorship of the plays.

"Shakespeare wrote them, of course. He told me so. He said, 'Louis, my friend, they may say what they like, but I wrote those plays. Of course, I'm not going to say what Bacon was a very clever man, but all that he knew was obtained through hard study. I did nothing. I simply sat down and wrote.'

"I do the same myself, you know. Just now I am writing a book. I don't care what it is, psychology, biology, science, nature, De Rougemont knows them all; for I am inspired, and my books, when they are published, for no publisher will at present give me what I want for them, will shake the world."

That might be. For the present it was interesting enough to hear his views on the hereafter.

"Death?" he replied, vigorously attacking a chicken cutlet, "death? There is no death for De Rougemont. I shall never die. I shall pass over, all perhaps for years without knowing that any change has taken place. Life will be much the same as it is here. Flying wombats, of course, there may be, turtle riding to perhaps, as you suggest, and even towpony tubes, for I suppose travelling in some form or other will be possible. And now I must really go and see about those turtles. They are due to arrive this afternoon."

Therefore it was that, down in the depths of a City cellar, I soon afterwards found myself along with De Rougemont inspecting thirty turtles that had just come from Nicaragua. At least m'sieu did the inspecting with a poke here and a kick there, all the time muttering to himself and shaking his head whilst others were fished out of a big tank and laid helpless on the ground. "Now this one," he would say, "it has no vitality. Look at its eyes. It is no good. Shall I ever get something big enough to ride?"

"At that moment, with a flop of the fine, bony monster, its eyes rolling languidly, was dragged from the tank and deposited at his feet. The effect upon De Rougemont was remarkable. Here was the very thing. With the touch of an expert he held up its head, stroked its chin, stepped back a pace or two in order the better to examine his prize, knelt down by its side, handled it again, and, at last rose up, satisfied, determined that this and no other, should bear him to victory.

Peering over his shoulder, I awaited developments. Tired after its long sea journey, it was just a question whether the creature would be lively enough to carry out its part of the bar-

gain. As usual, De Rougemont was equal to the occasion.

## MORE LIFE FOR THE TURTLE.

"More life!" he exclaimed. "It must have more life! How? Very simple. I merely make a few passes, thus" (turning up his sleeves) "and the turtle yields to my influence." Of course, it was not to be expected that the uninitiated on-looker could see the passes doing their work. True, the creature's eyes did blink, but whether it was winking one and keeping the other open in case anything happened, it was impossible to say. It was sufficient for us to be told that the spell had had effect. To-morrow it is to have some more, if it wants it."

The next question was: Given a tank De Rougemont, would the turtle play its part?

So we had

## Shipping Steamers.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LTD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"KINTUCK"	On 12th June.
GLASGOW and LIVERPOOL	"KEEMUN"	On 15th June.
GLASGOW and LIVERPOOL	"MOYUNE"	On 1st July.
GLASGOW and LIVERPOOL	"OANFA"	On 14th July.

S.S. "KINTUCK" left Singapore on the 7th inst., and is due here on 12th.

## HOMWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES & L'POOL	"TEENKAI"	On 15th June.
LONDON & ANTWERP	"AGAMEMNON"	On 21st June.
LONDON & ANTWERP	"YANGTSE"	On 5th July.
LONDON & ANTWERP	"KINTUCK"	On 19th July.
GENOA, MARSEILLES & L'POOL	"KEEMUN"	On 25th July.
LONDON & ANTWERP	"MOYUNE"	On and August.

## TRANS-PACIFIC SERVICE.

STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, <i>vid</i>	"STENTOR"
NAGASAKI, KOBE and YOKOHAMA.	"OANFA"
S.S. "NINGCHOW," from Pacific Coast, <i>via</i> Japan, is due here on 10th inst.	
S.S. "HYSON" is expected to leave Victoria, B.C., for Japan and Hongkong on 10th June.	

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 8th June, 1904.

## Shipping Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,  
From 1st January, 1904.

ALSO REDUCED FARES TO  
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 1st February, 1904.

[104]

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY  
SERVICE.

THE Commodious Steamer

"PAUL BEAU."

Captain Feneuil, leaves Hongkong for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN," Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are fitted with Electricity.

The Saloon is under European Supervision.

Fint Class European ..... \$8.00  
Second Class European ..... 3.00  
Fint Class Chinese ..... 1.50  
Second Class Chinese ..... 80  
Deck ..... 30

The Company's Wharf is at the end of Queen Street, Pray West.

For further Particulars, apply to

J. LANDOLT, Agent,  
THE PHARMACY, Queen's Road Central,  
Hongkong, 9th June, 1904.

[222]

## STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain  
"KWONG CHOW" ..... 1,309. .... J. P. MARTIN.  
"KWONG TUNG" ..... 1,238. .... H. W. WALKER.  
Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey ..... 54  
Meals ..... (Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and  
YUEN ON S.S. CO., LTD.,  
No. 8, Queen's Road West,  
Hongkong, 17th February, 1904.

[18]

REGULAR STEAMSHIP SERVICE  
TO NEW YORK,  
VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About  
"RICHMOND CASTLE" ..... 24th June.

"ST. FILLANS" ..... 30th  
"LOWTHER CASTLE" ..... 31st July.

For Freight and further Information, apply to

DODWELL & CO., LIMITED,  
Agents.

Hongkong, 9th June, 1904.

[605]

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 9th June, 1904.

[605]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, will be despatched as above, TO-MORROW, the 10th inst., at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

Agents.

Hongkong, 6th June, 1904.

[605]

BRITISH INDIA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PURNEA,"

Captain F. W. Packham, will be despatched as above, on SUNDAY, the 13th inst., at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

Agents.

Hongkong, 6th June, 1904.

[605]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Company's Steamship

"LAISANG,"

Captain Tadd, will be despatched as above, on TUESDAY, 14th inst., at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 6th June, 1904.

[605]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Company's Steamship

"LAISANG,"

Captain Tadd, will be despatched as above, on TUESDAY, 14th inst., at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 6th June, 1904.

[605]

## Shipping Steamers.

NAVIGAZIONE GENERALE ITALIANA,  
(Florio and Rubattino United Companies).

STEAM FOR  
BOMBAY VIA SINGAPORE AND  
PENANG.

Having connection with Company's Mail  
Steamers to ADEN, SUEZ, PORT SAID,  
MESSINA, NAPLES, LEGHORN  
and GENOA.

ALSO  
VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE,  
and SOUTH AMERICAN PORTS  
up to CALLAO.

Taking Cargo at through Rates to PERSIAN  
GULF and BAGDAD, also BARCELONA,  
VALENCIA, ALICANTE,  
ALMERIA and MALAGA.

THE Steamship

"CAFRI,"

Captain Belsito, will be despatched as above  
TO-MORROW, the 10th instant, at Noon.

At BOMBAY, the Steamer is discharging in  
VICTORIA DOCK.

For further Particulars regarding Freight  
and Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 9th June, 1904.

[687]

HONGKONG AVERAGE MARKET  
PRICES.

Corrived 1st June, 100 cts. per \$ Mar.

## BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa, D.

" Corned—Ham Ngau Yuk, ..... 18

" Roast—Shiu, ..... 18

" Breast—Ngau Lam, ..... 18

" Soup, Tong Yuk, ..... 14

" Steak—Ngau Yuk Pa, ..... 18

" " Serjion—Ngau Lau, ..... 18

" " Sausages—Ngau Yuk Chaung, ..... 18

" " Bullock's Brains—Know, ..... per set

" " Tongue fresh—Ngau Li, ..... each

" " " corned—Ham Ngau Li, ..... "

" " Head—Ngau Tau, ..... "

" " Heart—Ngau Sum, ..... "

" " Hump, Salt—Ngau Kin, ..... "

" " Feet—Ngau Kerk, ..... each

" " Kidneys—Ngau Yiu, ..... "

</div

## HONGKONG METEOROLOGICAL SIGNALS.

## A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

## NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H.M.'s Receiving Ship.

## LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

## NOTICE BOARDS.

Notice boards are placed at:—

Joint Cable Companies' Office.  
Ferry Company's Pier, Ice House Street.  
Blake Pier.  
Post Office.  
Harbour Office.  
Ferry Company's Pier, Kowloon.

WEATHER-PREDICTION and STORM-WARNINGS are exhibited on the above boards daily about 11 a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather-forecasts, and information regarding the existence and movements of typhoons based thereon.

## SPECIAL INQUIRIES.

Masters of vessels or their agents may, whenever necessary, call at the Telegraph Company's Office in Connaught Road and send telegrams to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

## THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. FUGG,

Acting Director.

## Shipping.

Arrived:

Stentor, Br. s.s., 4,308, C. Jackson, 8th June.—Liverpool 20th April, and Singapore 2nd June. Gen.—B. & S.  
Choyang, Br. s.s., 1,424, H. J. Roop, 8th June.—Shanghai and Swatow 7th June, Gen.—J. M. & Co.  
Shaoshing, Br. s.s., 1,310, B. Harris, 8th June.—Saigon 3rd June, Rice—B. & S.  
America Maru, Jap. s.s., 3,463, W. W. Greene, 9th June.—San Francisco 10th May, and Shanghai 6th June, Mails and Gen.—T. K. K.  
Else, Ger. s.s., 903, J. Petersen, 9th June.—Tourane 6th June, Coals—J. & Co.  
Palatene, Br. s.s., 2,330, C. S. Jackson, 9th June.—Barry 1st April, Coal.—B. & Co.  
Fausang, Br. s.s., 1,410, T. Mitchell, 9th June.—Saigon 5th June, Gen.—J. M. & Co.  
Madeleine Rickmers, Ger. s.s., 1,020, L. Götschen, 9th June.—Bangkok 3rd June, Rice—B. & S.  
Heathford, Br. s.s., 2,436, Coward, 9th June.—Moji 4th June, Coal—B. & Co.

## Clearances at the Harbour Office.

Hot Ho, for Canton.  
Hongkong, for West River.  
Pronto, for Amoy.  
Wingchau, for Macao.  
Kwongtung, for Canton.

Departed:

June 9.  
Sachsen, for Europe.  
Tein, for Manila.  
Amara, for Hongkong.  
Pera, for London.  
Chouki, for Bangkok.  
Wansing, for Canton.  
Montrey, Am. monitor, for Manila.  
Sim, for Singapore.  
Satsuma, for Amoy.  
Diamer, for Tauron.  
Fausang, for Shanghai.  
Gregory Apcar, for Calcutta.  
Kwangtung, for Shanghai.  
Choyang, for Canton.

Arrived:

Per Choyang, from Shanghai, &c.—Mrs. Anderson, and 22 Chinese.  
Per America Maru, from San Francisco, &c.—Messrs. John J. Cari, A. H. Witham, John Galt, Mr. and Mrs. W. E. Craven, 2 Chinese, and 6 Japanese.  
Per Fausang, from Saigon—Mr. McPhie, and 28 Chinese.

Passengers departed.

Per Seydlitz, for Shanghai—Mr. and Mrs. Nielsen, Rev. T. Johnson, Miss F. Hoben, Messrs. F. Höhnke, F. Reinbold, Kunor, Glumans, H. N. Ezra, Misses Feldermann, Roux, Stenger, Lander, L. Saumi, M. Fraser and E. Howe. For Nagasaki—Capt. Muhle, Mr. J. Nakamura, Miss C. Whitehmann, Mrs. Kevitt, Mrs. Oschittke, Mr. Malakoff, and Miss Okimura. For Kobe—Vessels J. L. Eckermann and T. Tonopara. For Yokohama—Messrs. J. Ryoma, Na Tae Yung, Chan Chok Yue, V. Cheup Yuen, Na Vick Si, W. W. Pelling, T. Kaseya, Tung Kwan Po, I. de Las Reyes, S. Nishigori, Yee Hang Sang, Fr. Bassah, G. M. Charles, Elpris, Marsi, Capt. T. Rowin, Mrs. L. Davies, Mrs. Robins, and Mrs. Weinberg.

Per Sachsen, from Hongkong for Bremen, &c.—Mr. and Mrs. Ackenhausen, Mrs. Anderson, Messrs. W. Armendinger, Aset, B. Becker, Capt. Bendixen, I. A. Honggaard, Mr. and Mrs. F. Branner, Mrs. Campbell, Miss Lily Carson, Messrs. Chang Ting, Chiang, Chiang Chia, Clark, Misses Clark, Cockshaw, Mr. F. Dalladat, Rev. Mrs. Day and children, Messrs. H. Dobrikov, T. J. Eldridge, F. Foreman, Dr. Fuerstenberg, Mrs. Gerick, Capt. Gerick, Messrs. Gippchen, C. A. R. Hatchfeld, Mrs. H. Hartwig and child, Miss Hassenauer, O. Herrebrugh, P. Hessel, E. H. Hinds, Mr. and Mrs. C. W. Hodgeson and child, Mr. W. den Hond, Mrs. Hoyer and children, Mr. J. F. Hu, Mr. and Mrs. K. Jiwasaki, Mr. and Mrs. A. M. J. C. Jevonson and children, Messrs. Johnson, F. T. Jones, P. de Jong, Keble, K. Kraeber, Kurn, Mr. A. L. Miss, and Miss Lawrie, Messrs. Li, Pung Uang, O. Macdonald, Mrs. Maine and children, Messrs. A. Marti, Meyer, W. L. Mitchell, N. J. Molokoff, Mrs. A. Murphine and child, Mr. Nameise, Mrs. Nicholas, Messrs. W. van Orden, Albert Otto, G. H. Peterson, A. Piehl, A. W. Plisson, Mrs. Robinson, Mr. and Mrs. C. M. Russell, Mr. and Mrs. Sanborn, Messrs. A. Scermino, W. Schatzschneider, H. Schoenicker, H. Th. Schonhauer, A. Schomberg, Mrs. Stephenson, Messrs. Stenger, S. Swart, Tawara, Mrs. M. Taylor, Miss Tamaeha, Messrs. M. Timrod, Mr. and Mrs. H. Twyford and child, Messrs. P. Uehmann, W. J. Vale, Mrs. Vernon, Messrs. W. A. Washbrook, H. S. Washbrook, van de Weide, Mr. and Mrs. P. Witt and children, and Mr. P. Wurthmann.

Shipping Report.

Str. Fausang from Saigon:—Fine weather throughout.  
Str. Stentor from Liverpool:—From Singapore weather variable, and rain.  
Str. Palatene from Barry:—Light variable winds, and showery weather from Sunda straits.  
Str. Choyang from Shanghai:—Fresh ENE. winds, thick weather and heavy rains, with moderate sea from Swatow to port.

Hongkong & Whampoa Dock Returns.

U.S.S. Wisconsin ... at Kowloon Dock.  
U.S.S. Barry ... " "  
U.S.S. Chauncey ... " "  
U.S.S. Decatur ... " "  
U.S.S. Wilmington ... " "  
U.S.S. Pathfinder ... " "  
Hongkong ... " Coesopolitan ...  
Hopsang ... " Aberdeen ...  
Aragon ... " " ...  
Steamers Expected.

Vessels From Agents Due

Tiuppana ... Macasar C. J. J. L. June 10  
Chingtu ... B. & S. June 11  
Mongolia ... Manla P. M. Co. June 11  
Taming ... B. & S. June 11  
Sardina ... Singapore P. & O. Co. June 11  
Nankin ... Singapore P. & O. Co. June 15  
Perf. of India ... Japan C. P. R. Co. June 14  
Catherine & Oscar ... Singapore C. P. & Co. June 14  
Kausu ... Tientsin B. & S. June 14  
Namsang ... Singapore J. M. & Co. June 22  
Athenian ... Vancouver C. P. R. Co. June 28  
Nicomedes ... Portland P. & A. Co. June 30

## Vessels in Port.

STRANAH.

Alesia, Ger. s.s., 3,312, F. Sachs, 7th June.—Hamburg 23rd April, and Singapore 2nd June, Gen.—H. A. L.  
Andreas Rickmers, Ger. s.s., 1,020, H. Köhn, 7th June.—Bangkok 28th May, Rice—B. & S.  
Apollonia, Ger. s.s., 1,424, H. J. Roop, 8th June.—Shanghai and Swatow 7th June, Gen.—J. M. & Co.  
Australian, Br. s.s., 1,784, W. G. McArthur, 7th June.—Sydney 14th May, and Manila 4th June, Gen.—G. L. & Co.  
Borneo, Br. s.s., 1,310, W. W. Greene, 9th June.—Barry 1st April, Coal.—B. & Co.  
Fausang, Br. s.s., 1,410, T. Mitchell, 9th June.—Sandakan 26th May, Timber and Gen.—M. & Co.  
Carri, Ital. s.s., 2,717, G. Reislin, 10th June.—Romay 17th June, and Singapore 28th June, Gen.—C. & Co.  
Glenfar, Br. s.s., 2,366, Holman, 6th June.—London via Paris and Singapore 30th May, Gen.—McG. Br. & Gow.  
Haitian, Fr. s.s., 377, Andersen, 8th June.—Pakhoi and Hoiho 7th June, Gen.—A. R. M.  
Heathburn, Br. s.s., 1,740, H. R. Ketley, 4th June.—Moji 29th May, Coals—B. & Co.  
Hopsang, Br. s.s., 1,410, J. M. Hay, 31st May.—Nagasaki 26th May, Coal.—B. & Co.  
Indraswana, Br. s.s., 3,366, W. E. Craven, R.N.R., 7th June.—Kobe 1st June, Gen.—P. & A. S. S. Co.

Luisang, Br. s.s., 2,224, H. Tadd, 6th June.—Calcutta 21st May, Penang 20th, and Singapore 31st, Gen.—J. M. & Co.

I. veemann, Ger. s.s., 1,748, Th. Lehmann, 8th June.—Canton 7th June, Gen.—S. & Co.

Mathilde, Ger. s.s., 678, Schlaikier, 8th June.—Hoiho 4th June, Gen. and Coal.—J. & Co.

Mercedes, Br. s.s., 7,997, G. S. McGregor, 30th May.—Wellington and New Zealand 7th May, Gen. Coal.—Admiralty.

M. Strive, Ger. s.s., 665, P. Brandt, 8th June.—Tamsui 5th June, Amoy 6th, and Swatow 7th, Gen.—O. S. K.

Oscar II, Nor. s.s., 2,000, R. Olsen, 8th June.—Moji 2nd June, Coal.—M. B. K.

Phi Yen, Fr. s.s., 1,108, Thomas, 6th June.—Hangay 3rd June, Coal.—B. & Co.

Pitsanulok, Ger. s.s., 1,067, C. Fuchi, 8th June.—Bangkok 30th May, Gen.—B. & S.

Pronto, Ger. s.s., 612, Luppi, 8th June.—Amoy 6th June, Ballast—H. A. L.

Rubi, Br. s.s., 1,671, R. W. Almond, 6th June.—Manila 4th June, Gen.—S. & Co.

Simone, Br. s.s., 2,179, Collins, 1st June.—Norway 23rd May, Coals—D. & Co. I.d.

Sunking, Br. s.s., 1,027, Y. Robinson, 4th June.—Manila 1st June, Gen.—B. & S.

Taichow, Ger. s.s., 862, H. Albers, 8th June.—Bangkok 1st June, Rice—M. & Co.

Taksang, Br. s.s., 977, W. P. Baker, 7th June.—Bangkok 31st May, Rice—J. M. & Co.

Tientsin, Br. s.s., 1,237, J. Gibbs, 6th June.—Katsusui 1st June, Coal.—B. & S.

Wosang, Br. s.s., 1,123, H. S. Malkin, 6th June.—Swatow 5th June, Ballast—J. M. & Co.

Yuenyang, Br. s.s., 1,128, P. H. Rolfe, 7th June.—Manila 4th June, Gen.—J. M. & Co.

June 9th, 1904, a.m.

Bar. Th. Hu. Wind Wr.

Vladivostock 7 a.m. — — — —  
Nemuro 6 a.m. 20.01 — N 4 —  
Hakodate 29.01 — SW 8 —  
Tokio 29.03 — S 6 —  
Kochi 29.03 — SW 2 —  
Nagasaki 29.03 — S 2 —  
Kagoshima 29.03 — O 0 —  
Oshima 29.03 — S 2 —  
Naha 29.03 — NE 6 —  
Ishigakijima 29.03 — NE 6 —  
Taisho 5 a.m. — — — —  
Taichu ... — — — —  
Tainan ... — — — —  
Koshun ... — — — —  
Pescadores ... — — — —  
Weihsien 9 a.m. — — — —  
Gutslaff 29.81 73 81 S 2 cv  
Sharp Peak 29.82 74 86 S 0 b  
Amoy 6.30 a. 29.92 74 92 S 0 o  
Swatow ... 9 a.m. — — — —  
Canton ... — — — —  
Hongkong 10 a.m. 29.82 78 84 ENE 2 od  
Victoria Peak ... 29.81 78 85 E 5 —  
Gap Rock ... 29.81 80 NW 1 c  
Macao ... 29.81 80 NW 1 c  
Haiphong ... 29.81 88 73 SSE 3 bv  
Takao ... 29.92 76 SE 2 —  
Gutslaff 29.84 74 86 SSE 3 bv  
Sharp Peak ... 29.84 73 90 ENE 1 or  
Amoy 6.30 a. 29.92 74 90 NNE 1 —  
Swatow ... 9 a.m. — — — —  
Canton ... — — — —  
Hongkong 10 a.m. 29.82 78 93 ESE 2 od  
Victoria Peak ... 29.81 78 93 S 1 —  
Gap Rock ... 29.81 80 NW 1 c  
Macao ... 29.79 79 SSW 2 c  
Haiphong ... 29.92 76 SE 2 —  
Takao ... 29.92 76 SE 2 —  
Gutslaff 29.84 74 86 SSE 3 bv  
Sharp Peak ... 29.84 73 90 ENE 1 or  
Amoy 6.30 a. 29.92 74 90 NNE 1 —  
Swatow ... 9 a.m. — — — —  
Canton ... — — — —  
Hongkong 10 a.m. 29.82 78 93 ESE 2 od  
Victoria Peak ... 29.81 78 93 S 1 —  
Gap Rock ... 29.81 80 NW 1 c  
Macao ... 29.79 79 SSW 2 c  
Haiphong ... 29.92 76 SE 2 —  
Takao ... 29.92 76 SE 2 —  
Gutslaff 29.84 74 86 SSE 3 bv  
Sharp Peak ... 29.84 73 90 ENE 1 or  
Amoy 6.30 a. 29.92 74 90 NNE 1 —  
Swatow ... 9 a.m. — — — —  
Canton ... — — — —  
Hongkong 10 a.m. 29.82 78 93 ESE 2 od  
Victoria Peak ... 29.81 78 93 S 1 —  
Gap Rock ... 29.81 80 NW 1 c  
Macao ... 29.79 79 SSW 2 c  
Haiphong ... 29.92 76 SE 2 —  
Takao ... 29.92 76 SE 2 —  
Gutslaff 29.84 74 86 SSE 3 bv  
Sharp Peak ... 29.84 73 90 ENE 1 or  
Amoy 6.30 a. 29.92 74 90 NNE 1 —  
Swatow ... 9 a.m. — — — —  
Canton ... — — — —  
Hongkong 1

## Mails.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MARSEILLES, MEDITERRANEAN AND  
BLACK SEA PORTS, LONDON,  
HAVRE, BORDEAUX;  
ALSO  
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 14th June, 1904,  
at 1 P.M., the Company's Steamship  
"AUSTRALIEN," Captain Verron, with  
Mails, Passengers, Specie and Cargo,  
will leave this Port for MARSEILLES, via  
Ports of Call, WITHOUT TRANSHIP-  
MENT.

Cargo and Specie will be registered for London  
as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.

Shipping Orders will be granted till NOON  
only on MONDAY, the 13th June, Specie  
and Parcels received until 4 P.M. on the same  
day. No Cargo will be received on board on  
TUESDAY.

Parcels are not to be sent on board; they  
must be left at the Agency's Office. Contents  
and Value of Packages are required.

For further Particulars, apply at the Com-  
pany's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 1st June, 1904. [19]



THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"COROMANDEL,"  
Captain C. M. Montford, R.N.R., carrying His  
Majesty's Mails, will be despatched from this  
for BOMBAY, &c., on SATURDAY, the 18th  
June, at Noon, taking Passengers and Cargo  
to the above Ports.

Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will be  
transhipped from Bombay by the R.M.S. Egypt  
in London on the 1st August.

Parcel will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent,  
Hongkong, 9th June, 1904. [14]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C., AND TACOMA,  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captains. Sailing.  
Tremont ... 9,606 T. W. Garlick. June 28  
Lyra ... 4,417 G. V. Williams Aug. 4  
Shawmut ... 9,606 W. M. Smith Sept. 1  
Tremont ... 9,606 T. W. Garlick. Oct. 1  
Shawmut ... 9,606 W. M. Smith ...

4 Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable  
steamers for Manila.

Tremont ... 9,606 T. W. Garlick. (Ab. June 13)  
Shawmut ... 9,606 W. M. Smith. (Ab. Aug. 12)

CHEAP FAKES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT; DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont*  
have just been fitted with very superior accom-  
modation for first and second class passengers.  
The large size of these vessels ensures steadi-  
ness at sea. Electric fan in each room.

Baker's shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,  
General Agents.

Queen's Building.

Hongkong, 4th June, 1904. [13]

## Consignees.

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

"SEYDLITZ,"  
of the NORDDEUTSCHER LLOYD,  
having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Company, Limited, Kowloon, whence  
delivery may be obtained.

Optional Cargo will be forwarded unless  
notice to the contrary be given before to A.M.,  
TO-DAY.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 14th instant will be  
subject to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on TUESDAY, the 14th instant, at  
9.30 A.M.

Shipping Orders will be granted till NOON  
only on MONDAY, the 13th June, Specie  
and Parcels received until 4 P.M. on the same  
day. No Cargo will be received on board on  
TUESDAY.

Parcels are not to be sent on board; they  
must be left at the Agency's Office. Contents  
and Value of Packages are required.

For further Particulars, apply at the Com-  
pany's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 1st June, 1904. [13]

FROM HAMBURG, PENANG AND  
SINGAPORE.

THE H. A. L. Steamship

"ALESSIA,"  
Captain Sachs, having arrived from the  
above Ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned and to  
take immediate delivery of their goods from  
alongside.

Optional Cargo will be forwarded unless notice  
to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Limited,  
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 14th instant will be  
subject to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 14th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 7th June, 1904. [69/8]

THE PORTLAND AND ASIATIC  
STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

S.S. "INDRASAMHA,"  
FROM PORTLAND (OR.), YOKOHAMA,  
KOBE AND MOJI.

THE above steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for Countersigna-  
ture and to take immediate delivery of their  
goods from alongside.

Cargo impeding the discharge of the vessel  
will be landed and stored at Consignees' risk  
and expense.

No Fire Insurance will be effected by us in  
any case whatever.

ALLAN CAMERON,

General Agent.

Hongkong, 7th June, 1904. [15]

## NOTICE TO CONSIGNEES.

## "GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO',  
LONDON, AND STRAITS.

THE Steamship

"GLENFARG,"

having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that  
their Goods are being landed at their risk into  
the Godowns of the Hongkong and Kowloon  
Wharf and Godown Company, Limited, at  
Kowloon, where each consignment will be  
sorted out mark by mark, and delivery can be  
obtained as soon as the Goods are landed.

Goods not cleared by the 13th instant will  
be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the  
Godowns, and a certificate of the damage ob-  
tained from the Godown Company within  
ten days after the steamer's arrival, after which  
no claims will be recognised.

MCGREGOR BROS. & GOW.

Hongkong, 6th June, 1904. [69/3]

## AN APPEAL.

THE SUPERIORITY of the ITALIAN  
CONVENT, CAINE ROAD, begs most

respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
patronage and support, and desires to state that  
she will be pleased to receive orders for all kinds  
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs  
and Collars renewed on old ones.

Ladies' and Children's Under-clothing, Cun-  
dren's Dresses, and all kinds of Embroidery,  
Materials can be supplied, if required.

The Superiority will also be most grateful  
for any PAPER, or old ENVELOPES to be made  
into Books for the Children of the Poor Schools  
who are taught by the Sisters.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Building.

Hongkong, 1st April, 1904. [13]

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RECENT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000 \$6,500,000 \$2,500,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/34 = \$22,904 for half-year ending 31.12.1903.	64%	\$665 sellers
National Bank of China, Limited. Do. (Founders')	47,453 750	\$10 \$1	\$8 \$1	\$175,533 \$19,973	\$2,668	\$2 (London 3/6) for 1903 None	52%	London £6610/- \$38 buyers \$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$569,143 \$784,415 \$906,873	\$1,959,926	\$32 for 1902	54%	\$545
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$151,992 \$331,342 \$322,138	Nil.	\$4 for year ended 30.4.1903	64%	\$65 buyers
North China Insurance Company, Limited	10,000	\$15	\$5	\$1,500,000 \$1,500,000 \$1,500,000	Tls. 271,589	Final of £1 making £2 for 1902	...	Tls. 624 sales
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$77,714	\$186,284	\$12 for 1902	94%	\$130
Canton Insurance Office, Limited	10,000	\$150	\$50	\$1,300,000 \$50,000	\$10,551	\$15 for 1902	7%	\$215 sellers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,308,856 \$1,000,000	\$371,110	\$22 for 1902	74%	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$125,000 \$25,561	\$319,047	\$6 dividend & \$1 bonus for 1902	84%	\$861 sales
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$633,000 \$149,409	\$41,538	\$1½ for second half-year 1903	10%	\$30 buyers</